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THE TEAM OWNERS REVIEW

Official Organ: The National Team Owners' Association.
American Association of Transfer Companies.

U. S. Department of Agriculture.

HOW IS YOUR WAGON GEARED?



You are going to build some new wagons—have you selected your gears?
No!—well select the right kind. Get exactly what you want:

GEARS

That are adapted to your conditions.
That are made from the best material, by the best workmen.
That are thoroughly tried and tested.
That are conceded the best in the world.
That are worth much more than they cost.

In other words **Get the Selle Gears.**

Manufactured by

The AKRON-SELLE COMPANY, Akron, Ohio,

We build Heavy Wagons for all purposes.

Write to-day for the Illustrated Catalogue No. 5.

AUGUST, 1911

THE TEAM OWNERS REVIEW.

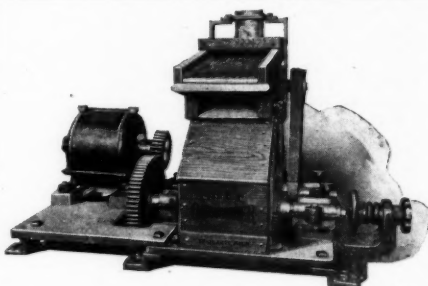


LIBERTY

THE BELL OAT AND CORN CRUSHER

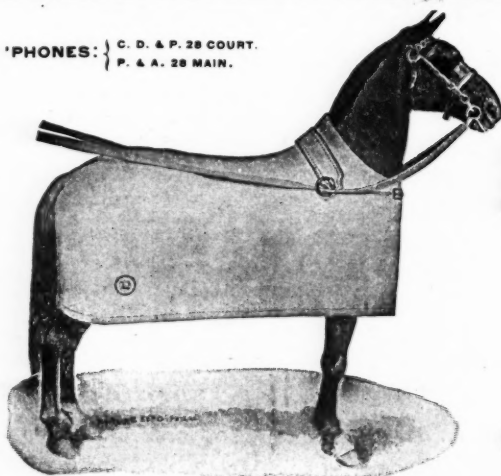
Is the most economical on the market to have and that is no joke. Takes less power, less space, is the most durable, has the greatest capacity direct connected and is positively the one

machine that will properly crush corn as well as oats. An order is not a sale, just a privilege for you to get one and try it and let it sell itself to you. Guaranteed to **SAVE 15%** in your oat bill and your horses to be in far better condition. Not only crushes the grain but breaks off the sharp points. Guaranteed against all imperfection and infringers; on account of its simplicity and durability of construction, easy running, it will last you a life time. Order one now, put it in your stable, please your horses and profit by it.



W. L. McCULLOUGH CO., Ypsilanti, Mich.

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We are
The Original and Only
Manufacturers of the
Famous

STAG BRAND WATERPROOF

**HORSE
AND
WAGON
COVERS.**

FOR SALE BY ALL LEADING SADDLERS
THROUGHOUT THE UNITED STATES.

Pittsburg Waterproof Co.

435 Liberty Street, PITTSBURG, PA.

When answering advertisements please mention THE TEAM OWNERS REVIEW.

The Breen Patent Adjustable Derrick



THE
GREATEST AND SAFEST DEVICE
EVER INVENTED

FOR

Hoisting Pianos, Safes, Etc.

ALSO

**Piano Lifting Belts, Piano Covers,
Pulley Blocks, Plymouth Rope,
Piano Slide Trucks.**

ALL KINDS OF

**Safe, Piano and Machinery Movers
Tools.**

1 City Square,
Bunker Hill
District.

Wm. H. Breen, BOSTON,
MASS.

GIBSON OAT CRUSHERS. AND CORN CRACKERS

With Automatic Feeder and Cleaner Attachments.

Guaranteed to save you 15 per cent. on
your Feed Bill and your
horses in better condition
every way.

Can We Do It?—Ask the man who
owns one.

**Hundreds in use all over the
United States and Canada.**

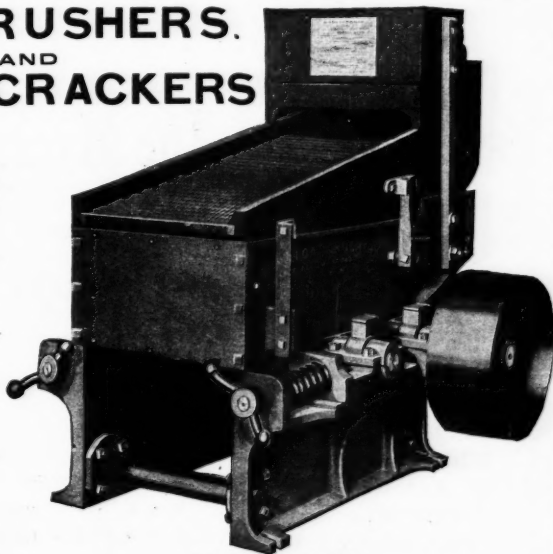
**Built in all sizes suitable for any stable
from 20 horses up—also built with
direct connected motors.**

**We are the originators of Crushed Oats
Horse Feed.**

GIBSON OAT CRUSHER CO.

Patentees and Sole Manufacturers,

**1530—1532 McCormick Bldg.,
CHICAGO, U. S. A.**



Patented June 8, 1909.

**Requires less power and costs less to maintain—
GUARANTEED FOR A LIFETIME.**

CAN BE OPERATED IN ANY STABLE.

Write for Catalog F.

AGENTS WANTED.



WHEN YOUR HORSE GOES LAME

—When he develops a Spavin, Curb, Splint, Ringbone or any other lameness—don't risk losing him through neglect—don't run just as great a risk by experimenting with unknown remedies—don't pay a big veterinary bill. Use

Kendall's Spavin Cure

and cure it quickly and safely without a scar or mark. Read what W. W. Brown of Content, Alta. writes—

"I have used your Spavin Cure for years and have completely cured Foot Rot in my herd of cattle and Splints and Spavins on horses. I find that it cures wherever it is faithfully applied.

Thousands of other horse owners have had the same experience. For over 40 years Kendall's Spavin Cure has been the old reliable remedy. It has saved millions of dollars for horse owners. Go to your druggist—get a couple of bottles to keep on hand. Price \$1 per bottle—6 bottles for \$5. Ask him also for free book, "Treatise on the Horse"—or write direct to us.

Dr. B. J. Kendall Co.,
Keosauqua Falls,
Vermont,
U.S.A.

**"BE GOOD"
TO YOUR HORSES
USE FRAZER'S AXLE GREASE
AND MAKE IT EASY FOR THEM.**

DEMAND THE OLD RELIABLE



TRADE MARK

AXLE GREASE

**SOLD EVERYWHERE
WILL WEAR TWICE AS LONG
AS ANY OTHER
TRY IT!**

USE THE BEST TAKE NO OTHER

Recognized as the **STANDARD Axle Grease** of the United States.

Many Thousand Tubs of this Grease are sold weekly to the Truckmen of New York City, their Trucks are loaded heavy and a saving of both time and money is made, one greasing lasting two weeks or longer. Ask your dealer for **FRAZER'S** with label on. It saves your horse labor and you too.

SOLD EVERYWHERE.

FRAZER LUBRICATOR CO., 83 Murray St., New York.
142 MICHIGAN STREET, CHICAGO.



The Myers & Shinkle Co.

711 Liberty Street,
PITTSBURGH, PA.

DRAY RECEIPTS
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ORDER SHEETS
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DRAY BOOKS
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and
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INKS, PENCILS, PENS
Etc., Etc.

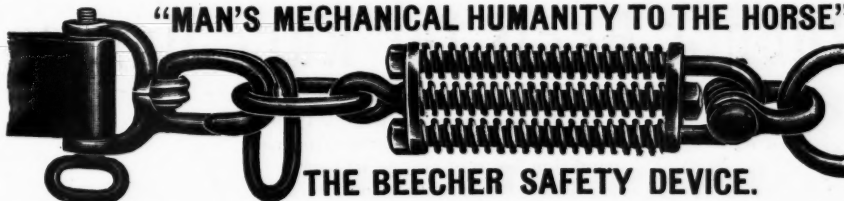
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Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop.

The COMMERCIAL VEHICLE

Published Monthly.

231-241 West 39th St. New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.



HIGHEST AWARD

World's Fair, Chicago, Ills., 1893.

World's Fair, St. Louis, Mo., 1904.

EVERY TEAMSTER Should try this Polish. You will be surprised how quick it works. Once used always used. Sold by the leading harness houses the world over.

3 OZ. BOX, 10 CENTS. 5 LB. PAIL, \$1.00

MICA AXLE GREASE

The Grease That

Stays On—

Never Rubs Off or Gums

Mica Axle Grease forms an almost permanent coating of mica on the spindle and axle box. It is the ideal wagon lubricant.

Dealers everywhere.

For Sale By

The Atlantic Refining Co.

(Incorporated)

PHILADELPHIA, PA.

PITTSBURGH, PA.



When answering advertisements please mention THE TEAM OWNERS REVIEW.

Walpole Rubber Heels for Race Horses



SHOE SIDE

No other pad or heel is so resilient—yet firm and durable. Positively prevents 'stinging' and restores to normal condition feet that are "track sore."

These illustrations show the hoof side and the shoe side. Note the spring steel plate on the hoof side—a feature possessed only by the Walpole.

This spring steel plate holds the heel cushion firm, preventing any flopping.

It can be used with a tip or a whole shoe. It takes the place of a bar shoe and is much lighter.

No. 2 weighs three and three-quarter ounces; with the center cut out, it weighs two and one-half ounces.



HOOF SIDE

One-quarter inch at heel and one sixteenth of an inch at toe, thus allowing one eighth of an inch tip and one sixteenth of an inch grab on the toe, making only three-sixteenths of an inch thick at toe without grab.

Boots of all kinds can be worn with the Walpole because they do not flop, nor can the boot work under.

Insist that your horse be shod with Walpole Rubber Heels—the only heel possessing the spring steel plate.

Remember that our veterinary department is at your service free of charge for all foot troubles.

Write us the facts and you will receive personal advice from high authority.

WALPOLE RUBBER CO., 185 Summer St., BOSTON

A Few Dollars Invested on Easy Terms in a
Twin Falls, Idaho, Orchard
will insure

An Income For Life

sufficient to keep a family in comfort. It will pay for
a home that is not an expense, but

A Source of Revenue

Or, for an investment which will pay from 100 per cent. to 500 per cent. every year as
long as you live, and longer, after it comes into bearing.

By writing us you can obtain full information and handsome illustrated booklet.

TWIN FALLS CO-OPERATIVE ORCHARD CO.
869 Stock Exchange Bldg., Chicago.

THE TEAM OWNERS REVIEW

A Monthly Journal published in the interest of the Team Owner of the United States and Canada

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURGH POST OFFICE

Vol. X

PITTSBURGH, PA. AUGUST, 1911

No. 8

HORSES IN RUSSIA.

A recent issue of the Consular and Trade Reports contained an interesting article on, "Diet and Food of Horses in Russia," by Consul General John H. Snodgrass, Moscow. He said:

Oats constitute three-fourths of the food upon which the Russian horse must exist during the 12 months of the year. Russian oats, however, are far superior in sustaining power to the American cereal. It is also claimed that animals do not become so tired of this steady diet as they do of the hay and corn products in the United States. This statement is made by an American with 18 years' experience in horse breeding and training in Russia.

Among the upper classes 12 to 14 pounds of hay are fed daily to the carriage and race horses, in addition to the 20 quarts of oats that are thought necessary for a horse during the 24 hours. This hay consists principally of timothy in Finland and the central and southern portions of Russia. In many other sections owners of horses must be content with the native marsh grass, which resembles the American prairie grasses. On the uplands, however, a good quality of grass is grown which resembles Kentucky blue grass.

The peasant feeds the marsh grass to his own stock and sells the better grades of the uplands, so that his horses are fed upon the inferior hay, although regular rations of oats are provided, if possible. In the cities the ordinary draft horses are fed upon a diet similar to that fed by the peasants, with perhaps less hay. Nose bags are used.

Straw is also fed in the country, but in such an unpalatable condition that it is of little

value as a food. In the cities there are comparatively few cutting machines, so that straw cannot be mixed with bran or oats and is therefore little used.

As a result of a light hay diet, Russian horses are remarkably free from the heaves, though a more serious trouble originates from a continuous diet of oats; namely, cracked skins and heels, with open sores. The writer is informed by a well known horseman that he has many times seen blood oozing from the skin and heels of horses without any apparent cause, though an investigation always proved that a steady diet of oats was to blame. The same person stated that he had experimented with horses afflicted with the disease, and that, after a few weeks of proper feeding, the sores and cracks disappeared and the animals improved in every way, especially in appetite and endurance.

City horses never taste a spear or green grass, but appear to keep in fairly good condition with practically no attention from the grooms. They occasionally are fed carrots, but this does not apply to the average work horse, driven at all times of day and night and subjected to Russian winters. His endurance is one of the marvels of the country.

The feeding of corn, mixed feeds, or prepared diets is unknown in Russia except among the racing fraternity, who have adopted American ideas from the trainers brought over years ago from the United States. The race horses in Moscow, for example, have a variety of diets, according to the work they are doing, and the American suggestion of a Saturday evening hot-bran mash has been adopted, with the usual good results. They are also given ground or cracked cereals, bran mixed with

oats, chopped hay and oats, and the usual spring treatment for appetite and improvements of the blood.

WHAT BUFFALO SAYS.

Buffalo delegates to the National Convention are of the opinion that the "National Team Owners Association" is indebted very much to THE REVIEW for what might be termed a complete and accurate report of the doings of the delegates in convention at Kansas City, all the more creditable is it when it is known that only a few days elapsed between the closing of the convention and the publication of the July issue, which contained the report.

Mr. Martin spent a few weeks at Chautauqua and returned to his desk greatly improved in health. Mr. Adamy, another of our sick list friends, is also much improved and is now able to devote quite a little time to his business.

The "summer quiet" spell is upon us and members of the Buffalo Trucking Association who have not as yet taken a vacation are planning to do so very soon, indeed our genial friend, Drullard, is looking forward to his Palm Beach outing. He is making daily additions to the "wood-pile"—he is bound to have enough of that on hand so that the boys can keep warm at least, while he is gone. (When you call on him he'll be delighted to show it to you).

Owing to sickness in his family and the loss of a valuable horse on the morning Tom Downing intended leaving with the Buffalo Elks for Atlantic City, he was forced to forego the pleasure of making that trip. Tom was in hopes of meeting many of his Philadelphia and New York friends, but says "you'll see me soon, boys."

Yes, thank you, the Buffalo delegation, Messrs. Abel, Glenn and Debo, arrived home safe and sound—they report that the Kansas City trip was a very profitable as well as enjoyable one and extend their sincere thanks

for the many favors extended during their stay in Chicago as well as Kansas City. They also wish to reiterate the admonition extended by Debo at the banquet to all who travel this way not to forget to tell the conductor to "Put Me Off At Buffalo."

Messrs. Glenn and Debo accompanied by Turner, Benedict and Weicker, "three men from Denver," extended their trip several days by attending the convention of the Illinois Warehousemen's Association, held at Green Lake, Wis. "Much good that part of our journey did us," and we'll tell you something about it Mr. Review man, a little later.

"DEBO."

AN EXPRESSMAN WHO CARES.

Being especially interested in express horses, for they seem to be the most faithful and least loved of all animals, I was quite rejoiced to see, a few days ago, an expressman who really loved his horse and dog. He did not know that anyone was watching him as he stopped to give the horse a drink in Fort Hill square, Boston. The care he took to make everything comfortable for the horse to drink, petting him when he finished drinking, made me notice him particularly. I supposed that was the end of it and expected to see him hop in and drive off, but to my surprise he took a little tin dish, filled it with water, and let a brown dog of no great beauty have his drink of water too. After quenching his thirst the dog thanked his master by wagging his tail. The dish was put back under the seat, the driver then mounted to his place and took up the reins, and the horse started off most willingly, the dog trotting along beside the horse still wagging his tail happily. How many drivers would think about the little dish for water for the dog?

A. B. BIGELOW.

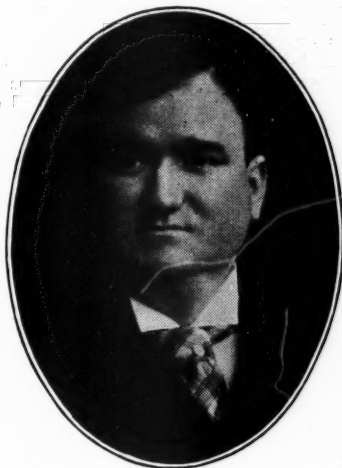
Ingenious Horse Dealer—Now here's a nice horse for you, sir. Quite young. The reason his knees are bent like that is because he was born in a stable with too low a roof.

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY

NEW PRESIDENT FOR THE PITTSBURGH GRAIN AND FLOUR EXCHANGE.

Finds Plenty of Work.

Joseph A. McCaffrey, familiarly known as "Joe," who is the new president of the Pittsburgh Grain and Flour Exchange, is one of the younger element of that organization. He is vice president of the old firm of Daniel McCaffrey's Sons Co., with which he has been connected all his business life, and in which he has held his present official position ever since its incorporation. He is a Pittsburgher by birth, has always been interested in the Exchange and its work, and is determined to



J. A. McCaffrey,

President Pittsburgh Grain and Flour Exchange.

make for himself an enviable record as presiding officer. He was its vice president through a former administration several years ago. Mr. McCaffrey states that he is happy in entering upon the duties of his responsible position with the feeling that he has the good will of all his fellow members, and is confident they will pull together with him in his attempts to further the labors of the organization. He says there is much unfinished business to be attended to this year, and that a number of other matters are likely to come up before long which must be given careful con-

sideration. Every year the Exchange grows in power and influence, and its deliberations are of moment to the people of Pittsburgh.

HELPING HIMSELF.

On one of the hottest days of the early summer a horse was left standing by the curb in one of the public squares of a large city. The hot pavement reflected heat that was well nigh intolerable and a broiling sun poured down upon him. Flies persisted in lighting upon his sweaty sides and legs and biting his sensitive flesh. He pawed and stamped and switched his tail and tossed his mane continually to drive away the pests and this made him the hotter and more nervous. Worst of all he was suffering, as so many other horses suffer in hot weather, from thirst. With imploring eyes he looked at each passer-by. Few noticed him and those who did strangely failed to interpret his wants.

Over in the middle of the square there stood a bubbling fountain which a wealthy city had provided for its thirsty human citizens. Men, women and children directed their steps to this oasis and there drank and were refreshed. The horse saw this steady stream of people approach the fountain, tarry a few moments, and then go away with a more satisfied air. He had that kind of sense which men sometimes ascribe to their fellows as a compliment. He wanted water. It was there, bubbling out in a tiny streamlet, difficult for a horse to get, but necessary. With the wagon to which he was attached, by degrees he drew nearer the fountain and when a little girl who stood on tiptoe and quenched her thirst had stepped aside he saw his opportunity and plunged his nose down to the scanty stream. People stood still and watched him as with long gulps he drank his fill and then carefully backed away.

Men have seen horses and other animals slake their thirst before, but the sight of the horse drinking at that fountain at once set them to thinking. A movement is on foot in that city to erect a suitable drinking fountain for animals and there is every indication that it will be successful.

ILLINOIS FURNITURE WAREHOUSEMEN HOLD THEIR ANNUAL CONVENTION AT GREEN LAKE, WIS.

E. M. RADCLIFFE, OF GRAND RAPIDS, MICH., DELEGATE AT THE MEETING
WRITES AN ACCOUNT EXCLUSIVELY FOR THE
READERS OF THE REVIEW.

As per promise to your genial Mr. Heinrichs, whom the writer met in Chicago, Sunday, June 18, at the banquet given by the Chicago Team Owners Association in honor of the visiting team owners at the Great Northern Hotel, I respectfully submit the following account of the Summer Meeting of the Illinois Furniture Warehousemen's Association as seen through the writer's eyes:

After a delightful boat trip across Lake Michigan, we all met at the wonderful new depot of the Northwestern Railway Company where "The Warehousemen's Special" train of Pullmans was in waiting and everything possible done to make our trip a pleasant one, showing conclusively that the committee of arrangements must have spent much thought for our comfort, and it is no wonder the association has nearly doubled its membership during the past year, as it is headed by such able officers.

Enroute we all endeavored to get acquainted with the new members, and as each member wore a numbered button and had a book telling who that number warehouseman was, it was an easy matter to sneak out his book and be sure whom he was talking to. Just before Milwaukee was reached we picked up a brass band which accompanied us on two six-horse tallyhos, which Mr. Hebard, "The Grand Old Man," so kindly furnished for a trip through the principal streets of Milwaukee, and by the enthusiastic way the ladies saluted us from the windows, etc., our "ladies men" must have been quite attractive. We had our pictures taken a number of times on the outing, some of which are reproduced.

On arriving at Green Lake station, busses were on hand to take us to the Sylvan Oakwood Hotel on the shore of Green Lake, where the manager and genial clerk, Mr. Fox, gave us the "glad hand," etc. Ball games, etc.,

etc., together with a moonlight boat ride completed the first day.

Sunday most of the "ladies men" came out in white trousers and shoes, silk hose, etc., until it was no wonder that Brothers Ed. Barnes, Kennelly, Charlie Harder and others had it all their own way until O. P. Langan of St. Louis arrived, to whom, to use "Pleasie" Mills' expression, "they all take off their hats." The bass and pickerel fishing was excellent, A. H. Barnes of Racine, Wis., catching a number, among which was a 5½ pound, small mouthed, black bass and a 7½ pound pickerel. John G. Reebie and the writer were out only a few hours and caught ten bass and pickerel, among which was a 4 pound green bass, showing that "Michigan my Michigan" is not the only state that can boast of its fine fishing.

"The water was fine," and Eric Werner, who gets his trade by keeping his equipment and office "up to the minute," was the first to go in. The pranks pulled off by "Hank" Leonard & Co. would fill a book and as most of us expect it of them, they try to "make good." The ovation tendered each one coming into the dining room a little late is beyond description.

Monday the business meeting was held and the following read papers, none of which were listened to more attentively than those by C. A. Aspinwall of Washington and Walter C. Reid of New York, although the statistical paper presented by C. C. Harder, Jr., must have taken a lot of time.

1. Address of Welcome, President W. M. LeMoyne.
2. Annual Report Secretary-Treasurer, Secretary R. J. Wood.
3. "Handling the Correspondence," C. A. Aspinwall.
4. "Freight Forwarding," F. L. Bateman.
5. "Knockers," Oscar Lee.

6. "Short Cuts for the Manager," George E. Turner.

7. "Good and Bad Advertising from a Warehouseman's Standpoint," W. W. Koller.

8. "Pitfalls of the Storage and Transfer Business," P. J. Mills.

9. "The Development of the Commercial Transfer Truck," C. C. Harder, Jr.

10. "Reciprocity Tmong Warehousemen," Charles S. Morris.

12. "Liability of Warehousemen," G. W. Bunge.

13. "Competition Between Warehousemen," Walter C. Reid.

ropolitan Fireproof Storage Warehouse Company of New York City, on "Reciprocity," which is the way the writer has always contended to hold business among responsible team owners and storage men.

As at Oconomowoc last year, considerable time was spent over "The Horse vs. the Motor Van" and we noticed that even T. A. Jackson, who has "the grip and pass word," was not as enthusiastic over his motor vans as last year and advises us all to "go slow unless we have long runs," and as Colohan says "motor trucks cannot be used to advantage in Chicago's loop district," these experts' word should go a long



DELEGATES AND GUESTS ENROUTE TO WAREHOUSEMEN'S CONVENTION.

14. "Modern Methods of Storing and Moving Household Effects," Thomas Y. Leonard.

15. "Warehouse Forms and Accounting," H. H. Chamberlain.

16. "Advertising; Does it Pay?" Eric Werner.

17. "Horse vs. Motor Van," Frank H. Hebard.

19. "Paper," D. R. Benedict.

20. "Transportation in Connection with the Warehouse Business," T. A. Jackson.

22. "Vacuum Cleaning," F. E. Westfall.

Another paper worthy of special mention was the one by Charles S. Morris of the Met-

way to convince us that the horse-drawn vehicle is still the proper thing for short hauls and congested districts. L. C. Long, the genial Packard Motor Car Company Chicago salesman, was there to tell us the merits of motor trucks but conceded the above, and if he would get his firm to advertise the merits of the Packard commercial truck in THE TEAM OWNERS REVIEW, more of the "long haul" people would know that they build motor vans in Detroit, Mich., such as Leonard Bros. are now using with nests inside so as to save time, cut of which is here shown. (The writer has no stock in THE REVIEW).

USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.

THE TEAM OWNERS REVIEW.

Storage men were there from all parts of the United States, Denver and Kansas City being especially represented. The latter city must be waking up, as they just had the National Team Owners Convention. Among other progressive transfer men from Kansas City was W. D. Phillips of the D. A. Morr Transfer & Storage Company, who is certainly "a live wire" and knows the heavy trucking game. They say "everybody loves a fat man," hence it is no wonder that H. J. Latimer of Cleveland, where the next National Team Owners Convention will be held, and

Freight Company" for which forwarding company Radcliffe & Company are Grand Rapids agents.

An invitation was received from George Delcher of Delcher Bros. Storage Company in behalf of the Jacksonville, Fla., Board of Trade requesting the association to have their next meeting there, but distance and the South in summer time necessitated regrets.

Harry and Arthur Leonard of Detroit also tendered them another invitation to visit Belle Isle and just why the association does not accept the latter proposition the writer cannot



TALLY-HO CROWD—WAREHOUSEMEN'S CONVENTION.

Charles Vail of New York created such an impression. A. Bergman of Chicago was conspicuous by his absence, although C. Vail amply filled his shoes. G. M. Miller of the North Broad Safe Deposit & Storage Company of Philadelphia was given a prominent place at the banquet table. F. L. Bateman of Chicago, who assisted so materially, "was there will bells on and his ears pinned back," and as an advertising novelty he had a miniature freight car loaded with free tobacco and corn-cob pipes all lettered "Trans-Continental

understand, because he is for "Michigan my Michigan."

At the banquet in the evening, where a colored orchestra discoursed pleasant music, etc., P. J. Mills of Des Moines officiated as toastmaster, had a large broad-axe for a gavel and the way he used it, both then and after the spread, convinced many that there was some mistake as to Carrie Nation being dead, but "Pleasie" always "makes good" in whatever he undertakes, and the writer wishes the "Furniture City" had two more witty after-dinner

speakers like Mills of Des Moines and J. F. Keenan of Pittsburgh, where THE TEAM OWNERS REVIEW is published. A lot of parodies on popular songs were rendered on different warehousemen and none were more enthusiastically received than "In the Good Old Moving Time," dedicated to G. E. Turner of Denver who was there as usual with his novelties and good paper. During the banquet the writer received subscriptions for your valued paper from Mr. Hillier of the Hillier Fireproof Storage & Transfer Company of Springfield, Ill., and George W. Burgess of the Joplin Transfer & Storage Company of Joplin, Mo., who were enjoying the meeting, and herewith find the two dollars enclosed.

After the banquet, when "Carrie Nation Mills" and the rest of us had been tucked into our berths in the "Special," we sped on to Chicago, where the visiting members were tendered a nice breakfast in the Northwestern Railway Company's new dining room, and afterward an auto ride to the Lincoln Warehouse Company, where our genial Secretary Wood showed us all over that modern warehouse, next to the Washington Park Fireproof Warehouse, where M. A. Carroll did the same act, and then to the Harder Fireproof Warehouse where Mr. Harder, Sr., himself, M. H. Kennelly, etc., showed us over their main warehouse, and as each of these model warehouses were practically full of goods, we all wondered if everyone in Chicago was storing their household goods."

A witness in a railroad case at Fort Worth, asked to tell in his own way how the accident happened, said: "Well, Ole and I was walking down the track, and I heard a whistle, and I got off the track, and the train went by, and I got back on the track, and I didn't see Ole; but I walked along, and pretty soon I see Ole's hat, and I walked on, and seen one of Ole's legs, and then I seen one of Ole's arms, and then another leg and then over one side Ole's head, and I says: 'My God! Something muster happened to Ole.'"

SEEK PRIZE TO AID HORSE.

Since the announcement of a prize of \$500 by the American Society for the Prevention of Cruelty to Animals of New York for a device that will prevent horses from slipping on smooth pavements more than two hundred persons have signified their intention of entering the competition. The donor of the prize is Mrs. Elmer J. Post.

For a long time the problem of finding a contrivance that will insure the horse against falling on slippery pavements has troubled those interested in the animal. Though much thought and ingenuity have been spent on it, Mrs. Post's generosity has revived interest in the subject, and induced many new inventors to take the field. In addition to inventors who are trying to solve the perplexing question, horse owners, horse shoers and others are at work. The society has issued a circular giving the terms of the competition.

THE HORSE'S POINT OF VIEW.

IN SUMMER.

If a horse could talk he would have many things to say when summer comes.

He would tell his driver that he feels the heat on a very warm day quite as much as if he could read a thermometer.

He would say—"Give me a little water many times a day, when the heat is intense, but not much at a time if I am warm; if you want me to keep well don't water me for two hours after I have eaten."

He would say—"When the sun is hot and I am working let me breathe once in a while in the shade of some house or tree; if you have to leave me on the street leave me in the shade if possible. Anything upon my head, between my ears to keep off the sun is bad for me if the air cannot circulate freely underneath it."

He would talk of slippery streets, and the sensations of falling on cruel city cobblestones—the pressure of the load pushing him to the fall, the bruised knees and wrenched joints, and the feel of the driver's lash.

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When he falls, he would ask that you quickly loosen his harness and help him to rise, without blows.

Watch for the appearance of gall-spots, and try to heal them before they grow worse.

He would tell of the luxury of a fly net when at work and of a fly blanket when standing still in fly season, and of the boon to him of screens in the stable to keep out the insects that bite and sting.

He would plead for as cool and comfortable a stable as possible in which to rest at night after a day's work under the hot sun.

He would suggest that living through a warm night in a stall neither properly cleaned nor bedded is suffering for him and poor economy for the owner.

He would say that turning the hose on him is altogether too risky a thing to do unless you are looking for a sick horse. Spraying the legs and feet when he is not too warm on a hot day he would find agreeable.

He would say—"Please sponge out my eyes and nose and dock when I come in tired and dusty at night, and also sponge me with clean cool water under the collar and saddle of the harness."

FOR THE GOOD OF THE HORSE.

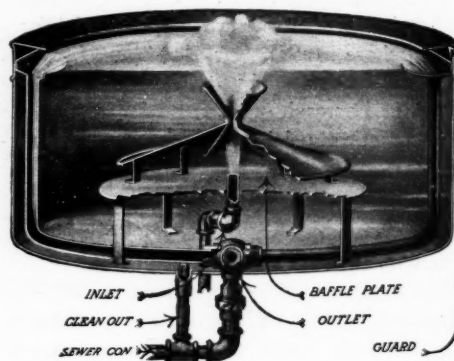
W. D. Quimby of Boston, who has already done a great deal towards lightening the horse's work by the invention of various humane devices, such as an improved harness, has now added another by bringing out a drinking trough which will positively prevent horses from catching any contagious disease when drinking water.

In making this invention Mr. Quimby had for his object (1) to provide a means for the segregation of the contagious discharges, which settle in the bottom of the trough, so that they cannot enter the drinking area above, (2) to provide means for cleaning out the bottom of the trough, to remove all matter accumulating therein, (3) to enable a stream of water, admitted into the trough for the purpose of maintaining a body of water therein,

to set in motion some of the accumulated water in the trough, and thus augment a stream directed by the supply pipe upwardly into the



inner portion of the available area of drinking surface, the water at the inner portion of said surface being thus caused to rise above the



general level of the surface and move forcibly outward with any infectious discharges that may be deposited thereon.

A number of tests have been made of the device, which have all demonstrated its success, and many practical team owners and veterinarians in Boston, who have examined into the merits of Mr. Quimby's trough, have pro-

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nounced it unequalled by anything of its kind they have ever seen.

It is made of galvanized iron in a very strong, substantial yet simple manner, and is apparently exceedingly durable.

Considering how frequently it happens that the drinking trough is the means of contaminating an entire stable or the horses of a whole community, Mr. Quimby has certainly achieved something which will benefit all horse and team owners.

HORSE DENTISTS.

A recent consular report gives interesting data as to the famous horse dentists of Prince Edward Island, whose numbers, it seems, are rapidly increasing.

Horses' teeth, as is well known, are in the main subject to all the afflictions of the teeth of human beings. Diseased teeth or those of improper lengths interfere with mastication and digestion, and often give rise to certain diseases of the mouth. In the horse the upper molars overlap the lower set, and as a consequence of this the outer edge of the upper and the inner edge of the lower teeth gradually become worn to such a degree of sharpness that the tongue and the cheeks are often lacerated. The remedy here consists in the removal of these sharp points. Decayed, fractured and otherwise injured teeth are extracted. Often injuries to the jaws and to the cavities of the mouth are caused by gravel, nails and other hard substances lodging be-



Youlden, Smith and Hopkins, at the last Boston Work Horse Parade.

Many of the horses raised on Prince Edward Island, it seems, are noted for their endurance and swiftness, and they generally command a higher price than those of the other eastern provinces of the Dominion of Canada. Breeding receives great attention, not only from owners of stables but also from the farmers. The animals are kept in prime condition at all times. The practice is growing general to have veterinary dentists look after their teeth usually once a year.

tween the teeth when taken into the mouth with food. These are removed after an examination.

During the shedding of the temporary teeth the animal's mouth is examined frequently, as some of the temporary teeth, if not properly shed, may interfere with the growth of the permanent ones.

The most progressive farmers also have the dentists give attention to the teeth of their milch cows.

THE TEAM OWNERS REVIEW.

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AND
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Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,
PITTSBURG, PA.

Vol. X. August, 1911. No. 8.

It now behooves all of us to give the officers of the National Association our assistance in every way possible to make their administration of the affairs of this body a glittering success, in order that, when we gather together in Cleveland next June we may be able to point with pride to the accomplishments of this year's efforts.

A national association of business men can hope for success only when its affairs are conducted on the broad principle of achieving the most good for the largest number.

The National Team Owners' Association.

Officers:

I. Goldberg, New York City.....President
W. H. Fay, Cleveland, Ohio.....1st Vice President
Chas. F. McDermott, Phila., Pa., 2nd Vice President
W. J. McDevitt, Cincinnati, Ohio.....Treasurer
Frank F. Tirre, St. Louis, Mo.....Secretary

American Transfermen's Association.

Officers:

L. H. Adams, Portland, Ore.....President
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J. M. Dunn, Richmond, Va.....2nd Vice President
J. T. Sanderson, Colorado Springs, Col.....3d V. Pres.
W. A. Brown, St. Joseph, Mo.....Sec'y & Treas.

Every effort of its members, individually and collectively, must be directed exclusively towards those aims, which mean its success, and in these efforts we must never allow ourselves to be swayed or influenced by personal preferences, individual animosities or petty feelings.

The aims and objects of the national association are and always should be far above the feelings of personal consideration.

A national association must be imbued with the spirit of broad mindedness, or else its success can never be realized.

It has been very gratifying to the publisher of THE TEAM OWNERS REVIEW to receive quite a number of complimentary letters referring to our July issue, especially to the account of the Kansas City convention.

It did not quite meet our own satisfaction, and we should have been able to do even better, had the time not been so short. But we have made it a rule since we published this paper to issue it on the date indicated upon the front cover. Our readers have become accustomed to this, and we know many would have been disappointed to get the paper a week after it was supposed to have reached them.

One thing that gets on our nerves more than anything else is to see a body of people gathered in an association meeting waste hours of good time and useless debate over some trivial point, when there is lots of good work to do. It was ever thus, though, and always it is the inconsequential thing that produces the most friction and worry.

We were sorry to be unable to attend such a pleasant gathering as the meeting of the Illinois Warehousemen's Association, but we congratulate ourselves upon the fact that Mr. Radcliffe of Grand Rapids, Mich., was there, because it is owing to his courtesy that we are enabled to present to our readers such an interesting account of that gathering.

The Team Owner who is not yet a subscriber to this paper cannot do better than begin right now. Every number you miss means to you a material loss in valuable information and interesting reading.

HUPP TEVIS PLEASED.

Your (July) Convention Edition came duly to hand on time, bright and sparkling with convention news and personals that must carry every reader of THE REVIEW back to the enterprising city on the banks of the Missouri with the most pleasant memories of the meeting of old friends and becoming acquainted with news. I believe the summary you gave of the convention together with your opinions expressed of the great good accomplished in coming together annually is correct because I believe our possibilities are great if we will stick to our last and remember we are in the teaming business and as such we should be practical and not theoretical.

Success to THE REVIEW; keep up your good work and let's have all the news you can gather.

Very truly, HUPP TEVIS.

ECHOES FROM THE CONVENTION.

After returning home and "checking up" our first experiences at a Team Owners Association we feel that the work undertaken by that body is one of the greatest importance to the hauling fraternity of the United States. And while we have been unable as yet to interest our Topeka brethren, enough to form a branch, still we hope to do so within the coming year.

Those of us who were in attendance should be enthused enough to do a portion of missionary work this coming year, as we have determined to do in our locality, in Kansas.

"When we know our competitors better, we find them to be better men than we supposed."

CLARENCE D. SKINNER.

I read THE REVIEW with great interest and assure you the convention proceedings have been well written up and you certainly are entitled to considerable credit for the short space of time allotted to you to get this material off.

THOMAS F. MCCARTHY.

I desire to state that I am very much pleased with the rapidity in which you have edited the proceedings of the convention held in Kansas City, so that your readers might be quickly informed of what transpired.

I. GOLDBERG,

President National Team Owners Association.

LOOKING FOR BUSY FALL.

Mr. Louis Debo of the Debo Transfer Company of Buffalo, N. Y., writes:

Enclosed herewith you will find contract for adv. for the Transfer Companies' Directory pages in THE REVIEW. Having been somewhat busy—keeping others busy—so to speak, I laid this aside, therefore the delay in sending it, for which I trust you will pardon me. General business is very quiet in Buffalo and I understand the same condition prevails generally throughout the country, but the months of July and August are generally quiet and we look forward to a busy fall trade, especially in view of the passing of the Reciprocity act, which they predict will mean so much for the border cities. Well, we are here and it will be welcome indeed.

I had a chat with Mr. Martin this morning, he having just returned from a two weeks' "rest" up at Chautauqua and he looks, as he said he feels, very much rested, his eyes are

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in better condition than for some time past. He wishes to be remembered to you and again expressed his regret at not being able to attend the convention, but he is now looking forward to next year at Cleveland, where, no doubt, we will see the largest attendance any convention city has ever enjoyed—that is of team owners.

Yours very truly,

LOUIS DEBO.

HOW NEW YORK CARES FOR AILING HORSES.

The Department of Street Cleaning in New York City has closed bids for drugs, druggist sundries and pharmaceutical preparations. The specifications include ninety different drugs, six pharmaceutical preparations, twenty-six items under the list of sundries and four different kinds of bandaging material—a total of one hundred and twenty-six articles, the cost of which will run into the thousands of dollars, and all this is for the bare medicine to doctor 2,500 horses which work every day on the streets of the five boroughs.

It is no easy matter to keep these horses healthy and in good working condition. A staff of six well trained veterinary surgeons is employed. Two of them—Drs. John G. Dolan and John W. McTammany—confine their entire time to the 900 animals housed in the eight stables of Brooklyn. The head apothecary's office, in charge of Dr. Meyers, is located at Stable A, Seventeenth street and Avenue C, Manhattan; but what is known as a "drug room" is attached to every stable. Here the common drugs used in doctoring the simpler ills of the horses are kept; but for particular cases the veterinary in charge writes a prescription just as a family physician would do for a sick patient. The prescription is sent to the head apothecary, filled and sent back to be administered by the foreman or hostler of the stable where the horse is confined. These foremen act in the capacity of nurses in a hospital. They care for the sick

animals, help the veterinarian when he performs operations and keep an account of the temperatures of their patients besides attending to their other duties as heads of their respective stables.

Contrary to the popular belief that the city's horses suffer more from disease and injury during the summer, it is said by the veterinarians in charge that the death rate among them is higher and the sick lists longer in the winter and spring than at any other time of the year. In the winter the cause is the exposure which the animals endure from biting north winds and the icy streets, which lay many a good horse up with a sprained or broken leg.

In the spring the ills are more frequent because of the large number of "green" horses brought into the stables at that time. "Green" horses are those that are brought here from the West and have not yet become acclimated. They are brought here to a large extent in the spring and a large percentage of them are attacked with influenza. This develops into bronchitis or laryngitis. The greatest danger, however, is not from simple influenza attacking the bronchial tubes or larynx, but is from the complications which are exceedingly apt to follow. These are generally of an intestinal nature and are in numerous cases fatal.

FIVE HUNDRED HORSES SUCCUMB ANNUALLY.

Every year the department loses from 400 to 500 of its draft horses from death by disease or condemnation and sale at auction. The death rate is heaviest among the "green" horses, but here it is by no means alarming, and the veterinarians say that on an average they only lose about 5 per cent. of a shipment, and frequently out of a large shipment, all of the animals will survive the ills incident to the acclimatization process.

The Street Cleaning Department takes pride in the care it takes of the draft horses intrusted to its keeping. Every day all of the twenty-five hundred horses who work on the streets are looked over by a visiting veteri-

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arian, and if any of them show symptoms of disease they are at once taken to the hospital wards for treatment. The drivers have special instructions that if any horse they are driving appears to be ailing they shall take him immediately to his stable. If the illness seems serious they are to stop working and send for the department's ambulance to carry the animal where he can be cared for.

Besides the drug room there is a hospital ward attached to every stable. This is equipped with box stalls, washing hose and all other necessary appliances to care for sick horses. One of the best examples of these horse hos-

through, explaining how the sick animals were cared for.

No longer is the old fashioned "drench" used to administer medicine. The "drench" was a solution of the drug required by the sick animal in a large portion of water or oil. The animal's head was raised and the draft poured down his throat. Now the drug is given in a concentrated form and is administered by a syringe, the end of which is simply placed in the horse's mouth, the valve pressed and the dose, frequently only enough to fill a tablespoon, is dropped on the tongue. The animal is not gagged or tortured by forcing



Youlden, Smith and Hopkins, at the last Boston Work Horse Parade.

pitals is found in the Borough of Brooklyn and is connected with Stable A in Flushing avenue.

MODEL ACCOMMODATIONS FOR SICK HORSES.

It is a model sick room. Located on the southwestern corner of the building, it gets the sun from early morning till sunset. The walls and floor are concrete and an elevator connects it with the ground floor and stables. Dr. John G. Dolan is in charge as veterinary surgeon and Eugene Cashman is foreman of the stable and nurse of the hospital. An "Eagle" reporter, accompanied by a staff photographer, visited the stable the other day and Dr. Dolan and Nurse Cashman showed them

down a large amount of liquid as by the old means.

Another interesting feature of the hospital at the Flushing avenue stables is the operating room. This is not fitted with glass topped tables as is the rule in hospitals for people, and in its place are the "stocks." This is a framework of wood in which the horse is held by straps. A harness-like arrangement over the back binds him down and a couple of broad straps are wound around under his body. These straps are attached to a spool revolved by a lever. By means of this contrivance he is lifted off his feet and held suspended, unable to injure either the veterinary or his assistant.

An average of about \$4,000 is spent yearly

by the department purchasing medicines and surgical necessities for the sick and injured horses, and of this amount between \$1,500 and \$2,000 is expended for the supplies necessary for the animals used in the Borough of Brooklyn.

AUTOMATIC HORSE LEAD.

A device that will lead or back a horse automatically has been invented by a Colorado man and will save the trouble and expense of having a boy to guide the animal under the circumstances when it is needed. The advanced method of transferring a load of hay from wagon to barn, for instance, is to have a huge fork working on a pulley above the door of the mow. The tackle that draws the fork up is attached to a horse and when the fork seizes a bundle of hay the horse is driven forward and the load raised. When the hay is dropped the horse is backed to lower the fork. Ordinarily this requires the services of a man or boy to lead the horse, but in the automatic leader the animal is hitched to an endless cable that moves between two uprights and keeps him always in a straight line. All that need be done with any well-brought-up horse is to shout "Giddy-up!" and "Back!" to him, as the case may be.

ALFALFA IN MAINE.

The Extension Department of the University of Maine College of Agriculture has planned a series of tests with alfalfa to be carried on during the next few years with farmers located in different sections of the state. The present year there are 21 co-operators on the list.

The experiment will consist of a test of four different strains of alfalfa, each co-operator making a trial of as many of these strains as possible. Among the kinds of seed to be used are the Grim and Sand Lucerne varieties reckoned by the Bureau of Plant Industry, United States Department of Agriculture, to be those best calculated to withstand severe cold of any thus far tested.

Each test plant will be visited during the

summer by a representative of the college for investigation and consultation with the co-operator. Each year comprehensive reports giving results of experiments will be made. It is hoped that the results obtained by a large number of farmers located in every county in the state will demonstrate that alfalfa can be successfully grown in Maine.

BALKY HORSES.

The incorrigible balky horses of the rural districts find their way to wholesale markets, where, under the test of hauling a heavy truck wagon on a paved street with the wheels blocked, the vice is immediately discovered, says the Horseshoer's Journal.

If the animal has been sold as serviceably sound and guaranteed a willing worker and cheerful puller the buyer rejects his purchase and the horse is resold without any guarantee except clear title of ownership.

Some horses have learned to balk by being overloaded and abused. Their courage has been overtaxed and they rebel, disheartened at the task they are asked to perform. Other horses appear to balk from natural inclination and appear foaled full of innate stubbornness.

Balking, like windsucking, cribbing, weaving and halter pulling, is a vice developed by natural inheritance. In breaking young horses to harness too much caution cannot be observed in asking the youngster to pull light loads to begin with.

The balky horse cannot be conquered by brutal treatment, but may be induced to pull by many devices, intended to attract his attention from his resolution not to pull. To lift the forefoot and pound on the shoe, to put a handful of grass or dirt in his mouth, to give him a lump of sugar or an apple to eat have all proved successful in some instances in inducing a horse to pull.

To pass a cord around the pastern and pull the forefoot forward until the animal has to move is also a means of starting a balky horse. An electric battery manipulated by the driver gives an animal a shock from a source that he does not comprehend, and is the latest device in treating incorrigible horses.

MARKETS

Hay Markets.

The hay market of Chicago is at a standstill. Hay is extremely scarce, prices very high and sales so small that many dealers are almost tempted to go out of the business.

Abnormally high prices rule on hay in the Cincinnati market. Timothy hay selling at \$23@24 a ton has made it more profitable to import hay from Canada. The first hay in many years received in this market from Canada arrived last week for the Union Hay & Grain Co.

Hay is very strong and inclined to be scarce in Toledo, O. It is moving at following prices: No. 1 timothy \$19@19.50, No. 2 timothy \$18, No. 1 mixed \$17@18, and No. 1 clover at \$16.

In Kansas City No. 1 hay is in great demand and prices rule high.

In Minneapolis the hay market continues firm on light offerings.

Chicago Grain Markets.

An invasion of the Northwest Territory, Canada, by the black rust had the attention of the wheat trade. Largely as a result the market closed at a net gain of $\frac{3}{8}$ c to $\frac{5}{8}$ @ $\frac{3}{4}$ c. Other cereals, too, showed an advance—corn $\frac{1}{4}$ c to $\frac{3}{4}$ c and oats $\frac{3}{4}$ @ $\frac{7}{8}$ c to 1@ $1\frac{1}{8}$ c. In provisions the outcome varied from unchanged figures to a rise of $12\frac{1}{2}$ c.

Predictions that the next report by the government would be of a radically bullish sort swung the corn market around from weakness to strength. Notice was also taken of the fact that the Buenos Ayres exchange was 3c up owing to scarcity of supplies. September fluctuated between $63\frac{3}{8}$ c and $63\frac{5}{8}$ c, closing steady, $\frac{1}{2}$ @ $\frac{5}{8}$ c over the previous night, at $63\frac{3}{8}$ @ $63\frac{1}{2}$. Cash grades were firm. No. 2 yellow finished at $62\frac{1}{2}$ @ 63 c.

Oats rallied because sales from the country

were less free and eastern demand had improved. High and low limits touched by the September delivery were $40\frac{7}{8}$ c and $39\frac{1}{2}$ c, with the close at $40\frac{3}{4}$ c, a net advance of $\frac{3}{4}$ @ $\frac{7}{8}$ c.

Crop Conditions.

The last report of the department of agriculture showed that the condition of the winter wheat crop had improved almost three points during June, a considerable gain in the acreage over that harvested last year, and indicated, in the event of a continuation of the condition the largest crop on record. The condition of the rye crop also improved and the crop promises to be materially larger than the one harvested last year.

The average condition of the winter wheat crop on May 1 is given at 86.1, which compares with 83.3 on April 1, 82.1 on May 1, 1910, and 86.0, the average on May 1 for the past 10 years. The area still under winter wheat on May 1 is given as 31,367,000 acres, which is 1,940,000 acres more than was finally harvested last year, but it is 3,118,000 acres less than the area sown last fall.

The indicated yield of winter wheat is 508,146,000 bushels, the yield per acre being placed at 15.6 bushels. The indicated yield on May 1, 1910, was 438,564,000 bushels, while the actual crop was 464,044,000 bushels. In view of this fact and also that the area this year is so much larger than it was last year, it would seem that a crop of at least 500,000,000 bushels was assured. The area abandoned on account of winter-killing and drouth is larger than the average, but not as large as it was last year and in 1907, and last year's winter wheat crop was the largest on record.

The average condition of rye on May 1 was 90.0, which compares with 89.3 on April 1, 91.3 on May 1, 1910, and 89.7 the average of the past 10 years on May 1. The acreage in rye remaining to be harvested on May 1 was 2,138,000 acres, just what it was on April 1, but 110,000 acres greater than was finally harvested in 1910. The indicated yield is

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35,277,000 bushels, which compares with the estimate April 1 of 34,849,000 bushels, the estimate on May 1, 1910, of 35,988,000 bushels and the final yield last year of 33,039,000 bushels.

Sixty per cent. of spring planting had been completed to May 1, as compared with 65 per cent. on the same date last year and 51.9 per cent. on May 1, 1909.

A MAN AND HIS HORSE.

It is always refreshing when in the grist of the day's news—amid the accounts of human lives sacrificed to greed, betrayals of public trust, violence and suicide—you find one little item referring to a kind and simple heart.

Such an item came to light the other day in Cincinnati.

The Humane Society, through a fund established by Miss Kate Banning, was enabled to purchase for a mounted policeman his horse Nellie, now too old for active service.

As a result of this kind deed, Nellie will not be put to the plow, to spend the remainder of her life as a common drudge, but will be tenderly cared for by her master, and will make up in gratitude and companionship what she lacks in usefulness.

Incidentally this is a happy arrangement all around, for the mounted officer was heart-broken at the prospective loss of his old friend, for many years really one of the family.

The love of a man for a horse dates from remotest antiquity. It must have been born in us. A wooden hobby horse is our first childhood friend. And as a doll is succeeded in a girl's affections by a baby, so the rocking horse gives way to a real equine companion. It is a natural affinity—like that between man and dog.

And this love for dumb animals is a great thing in our sordid world. A dog or a horse will remain always your constant friend—unlike some two-legged friends. And a man who has a place in his heart for dogs and horses will, as a rule, be kinder and deal squarer with his fellowmen.

CRUELTY TO HORSES FROM THE STAND-POINT OF A VETERINARIAN.

By Dr. W. L. Williams, Professor of Veterinary Surgery,
Cornell University.

Cruelty to horses is largely a question of proper intelligence, and partly, as in all human affairs, a matter of temper. It is so much better for the owner, the driver, and the public as well as the horse, that ordinarily we might well omit the thought of premeditated cruelty.

When a driver whips a horse he usually does so through anger or excitement and does it unwisely. It is impossible to punish a horse prudently and effectively but that is not cruelty. It may be said, however, that ninety-nine per cent. of the blows which horses receive are unearned and harmful. It is a common observation that many drivers whip a horse immediately after he has shied from some passing object, like an automobile, which he does not understand, and which fills him with terror. It may be necessary to ply the whip to the frightened animal in order to keep him from turning and upsetting the vehicle or colliding with other objects and thus bringing disaster, but once the terrorizing object has been passed, the whipping of the horse for having been frightened is unalloyed cruelty which only serves to infuse greater terror in the animal toward the object and cause him to be more frightened at the next meeting. Every horseman of experience knows well how futile and injurious it is to punish a horse for stumbling or making other errors in step, like interfering. In the vast majority of cases horse stumble because they are the victims of some pain, distraction or impediment. In many cases there is some trouble in the feet or limbs not amounting to obvious lameness and in endeavoring to lessen the discomfort the foot is placed improperly resulting in a stumble, to be followed all too often by lashing from the driver. In other cases the horse stumbles because badly shod, or the harness fits him badly or the checkrein is drawn too tightly so that the head and neck cannot be properly used. If breeching is used, the horse may be confined between collar and breeching

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in a manner to impede his freedom of motion. In all the cases it is evidently cruel to whip a horse for stumbling. The cruelty of whipping a horse which is overloaded is quite universally recognized except by the angry driver.

Certain stoical horses may bend harder to their task under the lash but our best horses rather rebel. Almost any horse will draw as heavy loads as asked of him without resort to the lash, so that when a load has been made so large as to require its application to the horse, the cruelty is doubled; it is cruel to load so heavily and cruelty again to goad the horse beyond his practical strength. And it does not pay. It discourages the horse so that he becomes unreliable, sours his disposition and constantly lowers his efficiency.

Often, of course, a teamster unexpectedly becomes stalled with his load owing to encountering wholly unexpected conditions as, for example, a driver puts on two tons of coal which he is to deliver at an unknown point. He knows the streets are normally level and good and that his team can readily handle the load over these. Perhaps he unexpectedly finds the streets torn up and crossing a ditch he becomes stalled. Neither driver nor horse is responsible for the dilemma. Embarrassed or possibly angered by the mishap, the driver too often applies the whip. He is out on the street and everybody sees that he is stalled. If he can get out of this dilemma by whipping his horses he too frequently does so.

STANDING TOO LONG INJURES HORSES.

In cities to a great extent, horses are not continuously worked during the working-day but spend a considerable portion of their time standing waiting for the load to be received or delivered. A brief wait affords a rest but a long wait does precisely the opposite. It is not generally recognized by drivers that causing a horse to stand hitched for long periods is exhausting and inhumane. This is especially true of the single horse in thills where his movements are confined within very narrow limits.

It is a notable fact among veterinarians that spavin, ring-bone and similar lamenesses are most seen in those horses which are worked

irregularly and are frequently compelled to stand still, tied to a post and hitched to a wagon for prolonged periods. It constitutes a type of cruelty to animals regarding which there should be a better understanding among owners and drivers. It is just as truly cruel to the horse as is overloading and overdriving. This form of cruelty is usually observed mostly among small trade people or artisans like a plumber, who has no great amount of work for a horse yet needs one available at all hours. The result is that he is kept almost constantly in the wagon, tied most of the time in an uncomfortable position at a hitching post in the rear of the shop. Not infrequently by long use, a hole is worn at the hitching post so that the horse must stand with his fore feet much lower than his hind feet, with the thills preventing any movement from side to side. Normally, a horse bears about sixty per cent. of his total weight upon his fore feet and every inch that the ground or pavement upon which his fore feet is lowered increases directly the percentage of weight to be borne on these and decreases that borne upon the hind feet. When the time comes to release the horse from this tiresome position, the driver, too often an inexperienced boy, thinks that the long period of uncomfortable standing is best counterbalanced by furious driving whereas in fact his long confinement at the hitching post has wholly unfitted him for rapid driving. Furious driving is recognized generally as cruelty but it is scarcely, if at all, more cruel than keeping a horse tied to a hitching post day by day. The results of overdriving are more obvious because the horse can thus be killed in an hour. We might say that overdriving is acute cruelty while overhitching is chronic cruelty. The one leads to a dead horse, the other to a pathetic cripple. Each extreme should be recognized as cruelty. It pays to unhitch a horse if he is to stand for thirty minutes. It rests him and frequently prevents runaway accidents.

A good road is rather to be chosen than great ditches.

HORSE STEALING IN NEW YORK.

A New York grand jury, which recently had its attention drawn to the enormous amount of horse stealing which constantly goes on in the metropolis, brought out the following astonishing facts:

"One Harlem grocer lost five horses with their wagons within a few weeks and another concern six. All of which may surprise the average New Yorker who associates the horse thief with the country, especially the ranches of the West. But this city has more thieves than any other in the land. As a matter of fact the amount of property stolen by horse thieves in this city in one year probably exceeds that stolen in Kansas, Nebraska, Colorado and Texas, in ten. This crime is so easy of execution and so hard of detection in New York that the detectives detailed have been able to make but little headway in checking it and recovering any of the stolen property. It is a puzzling situation that confronts the police.

"To place the amount lost each year very accurately is impossible. But on the best figures obtainable it is estimated that property worth from one million to one million five hundred thousand dollars is stolen. Ordinarily the theft of a horse and wagon from the streets of the city attracts little attention. But the writer's attention was attracted to this class of crime by the theft of a team and truck loaded with champagne from in front of Delmonico's on November 21 last, and he started an investigation.

"The specific case mentioned was the theft of a team and truck owned by Francis Draz, an importer. The truck, loaded with \$2,000 worth of champagne, had stopped in front of Delmonico's while the driver, George Holmes, was delivering an order; when he returned to the street the team and truck with forty-five cases of champagne had disappeared. Five hours later the team and truck were found abandoned at Tenth avenue and Thirteenth street, by a policeman attached to Charles street station. The wine had disappeared.

Two days later the wine was found in the cellar of a building at Eighth avenue and Twenty-eighth street, concealed under a pile of coal. The police were unable to find who put it there, but they were so close on the track of the thieves that a man named John Koerner, who at the time was under indictment, and about to be tried on another charge of truck robbery, committed suicide. Friends who were with him at the time said he feared arrest for the champagne 'job,' and was sure that the man to whom he had sold the wine would 'give him up.'

"Norman R. Moray, manager of the Great Eastern Casualty Company, which insures against this sort of theft, makes the following statement:

"In 1904 brokers began to put up propositions to me regarding the insuring of horses and delivery wagons on the streets of New York against theft. After consideration I came to the conclusion that we could insure the horses, harnesses and wagons, but not the contents of the wagons. A policy was drawn up, and a rate of \$25 per thousand was decided upon, and a minimum premium of \$10 maintained; that is, even though the insurance required was less than \$400 we still charged \$10. The first year or so the business was fairly profitable as we were fortunate in recovering horses and wagons which were stolen.

"However, about 1907, our losses began to increase tremendously, and our recoveries dropped tremendously, and after trying to ascertain the cause of the change I came to the conclusion that stealing of horses had become an organized institution rather than a private industry. I did not at the time realize how strong an organization it was, but as an easy solution to the matter the rates for the insurance were doubled, making it \$50 for one thousand. The reason I say solution is that I did not think anybody would pay such a rate as this in New York City for this kind of insurance.

"In addition to this increase of rates, I also began to select with great care, the risks;

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that is, we would only insure merchants in the better neighborhoods of New York; but even this did not decrease the loss ratio, as a grocer's or butcher's delivery boy would drive up to one of the high-class apartment houses in the best neighborhoods of the city, go in for three or four minutes to deliver a parcel, and come out and find that his wagon had completely disappeared and so far as my investigators could ascertain, the ground might just as well have opened and swallowed the rig. However, we recovered a few horses in 1909, which convinced me that a very thoroughly organized band of horse thieves existed, and that they had headquarters in Connecticut and New Jersey as nearly as we could ascertain. We could not do much on account of the fact that the New York police department has no jurisdiction in either of these states, when the case originates in this state. The New York police department would follow the clues as far as their jurisdiction extended; on the other hand, the robbery, having been committed in New York State and it being only a supposition that the thieves had gone into another state, it was difficult to get any action by the authorities of the other states. Finally, I came to the conclusion, personally, that life was too short to bother any further about this class of insurance, and that there was not enough money in it to warrant employing a large detective force to work exclusively on it; and I have now discon-

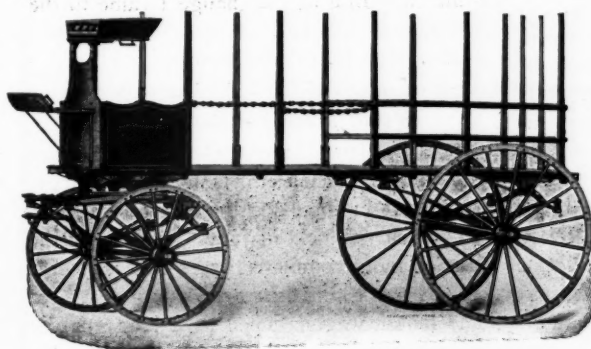
tinued writing this class of business at any rate.

"You can make up your mind that when merchants will pay \$50 a thousand for insurance they need that insurance too badly for the good of the company."

HORSES HAVE NEURASTHENIA.

According to a dispatch recently sent from St. Louis, Mo., Dr. S. M. Montgomery says horses suffer from neurasthenia. He cites the case of forty-five horses belonging to the Langan & Taylor Storage and Moving Company stabled under a skating rink at 3313 Olive street. Most of the horses are high-bred animals belonging to members of the firm. They suffer from the noise of the rink upstairs. The symptoms are depression, irritability, tendency to shy without provocation, heaviness, discomfort in harness, debility and unreasonableness. It was some time before V. E. Willard, manager of the stable, began to understand that there was something radically wrong. Then he called Dr. Montgomery. The veterinary, when he learned about the skating rink, concluded at once that it was to blame.

Many good colts are ruined when quite young by forcing them to take long trips on the road in company with their dams.



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The Motor Truck and Automobiles

How To Buy A Motor Truck.

On account of the great competition and the necessity of employing the most up-to-date system in business, it behooves every business man to consider whether his entire organization is run on the most up-to-date and economical lines. It is practically impossible for the ordinary business man to be an expert to-day for all the various departments which go to make up a business organization. He may hire the best accountants and managers for each section of his business and expect to get the best results; and this he may do, providing there are men who can be hired who have intimate knowledge of the latest and most up-to-date methods which should be employed in their particular departments. It takes, however, years before this class of man is available to inaugurate an entirely new style of dealing with a department, and in the case of the transportation of the business man's goods by motor trucks, the knowledge required for this particular work is of too modern, technical and expert a nature for the ordinary transport manager to have acquired it.

It requires some years to elapse before labor-saving devices of this nature can become general, and hence many mistakes are apt to be made which are very costly to the business man unless he does employ or obtain the services of experts, on whose judgment he can rely. In all probability the only department in a business man's organization which he slurs over is his transport department. He does not realize that in this department he could probably save more money by the installation of a modern fleet of motor trucks than all the economies he could effect in all the other departments put together. A rough figure of the cost of the horse transportation is 18 cents per ton mile, whereas delivery by an efficient motor truck with an up-to-date organization would cost approximately 6 cents per ton mile. The difference, multiplied by the tons carried, shows an enormous profit.

He must, however, be very chary of the way in which this problem is tackled, as every motor truck will not show this profit, and his mode of transport must be reorganized if he employs motor trucks. On the other hand by using motor trucks a wider field for business operations is obtainable, customers receive more expeditious delivery, and in many cases higher prices can be obtained for goods when sold in the outlying districts. The radius of a good motor truck department can be between forty and fifty miles away from home. This would give a motor truck anything up to 100 miles work per day. This figure is not excessive, and has been attained for years in Europe, with the most modern up-to-date trucks, providing a proper system of mechanical upkeep is employed.

The advice to the business man is to obtain his information from makers of trucks, who have the experience at the back of them and whose trucks have done years of hard service. Let the supplier of his trucks show by means of a guarantee what he is willing to do. There are some suppliers of motor trucks to-day who have records of over five years' experience at the back of their trucks who will guarantee their performances in such a manner that if the user is not satisfied, or if they do not come up to the guarantee, the truck will be taken back within a period and all money refunded, excepting the bare cost of wear on tires and a small charge for depreciation.

Motor Truck For Rose Festival.

The Portland Automobile Club, Portland, Ore., made special efforts to get the motor trucks out in force for the annual rose festival, which was held in June. Portland claims to have more commercial cars than any other city of the country in proportion to its size. The motor wagons acted as a rear guard in the automobile parade, and it is estimated that between \$2,000,000 and \$3,000,000 worth of roses were used in decorations.

MOTOR TRUCK —MAKERS—



You will find the pages of this paper the best medium for getting into touch with the largest class of possible motor truck users in this country. They are the firms and men, who make their living by hauling goods and merchandise. They have been using horses all their lives, but if you can show them that by the adoption of the motor truck they can save money and do their work better, they will surely buy your trucks.

The circulation of the Team Owners Review is exclusively among that class of people, and we feel certain that if you will invest a part of your advertising appropriation with us, you will find the returns surprising in their favorable results.

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<p>ALBANY, N. Y. SECURITY STORAGE AND WAREHOUSE CO. Natural Distributing Point for Eastern New York and New England. Storage, Forwarding, Re-Shipping. 105 MONTGOMERY ST.</p>	<p>CLEVELAND, OHIO The General Cartage and Storage Company. No. 1111 Superior Viaduct. CARTAGE, STORAGE & PARCEL DELIVERY Car Loads Distributed and Forwarded.</p>	<p>ERIE, PA. THE ERIE STORAGE AND CARTING CO. Two Warehouses located on Trackage of L. S. & M. S. R. R. The Only Exclusive Warehousemen.</p>
<p>BOSTON, MASS. "WE MOVE EVERYTHING." R. S. Brine Transportation Co. 43 India Street, TRUCKING, FORWARDING AND RIGGING.</p>	<p>COLUMBUS, OHIO. "We Deliver The Goods" The American Delivery Co 352 N. High St. Transfer. Storage. Forwarding. H. G. Stouffer, Manager.</p>	<p>FORT WAYNE, IND; Brown Trucking Co. Moving, Carting, Storage and Distributing, 125 W. Columbia Street.</p>
<p>BUFFALO, N. Y. THE BUFFALO STORAGE AND CARTING CO. Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.</p>	<p>DENVER, COL. THE WEICKER TRANSFER AND STORAGE COMPANY, Office, 1033 Seventeenth St. Warehouses, { 1133-37 Ninth Street. { 1429-39 Wewatta Street. Distribution of Car Lots a Specialty.</p>	<p>FORT WORTH, TEXAS. BINYON TRANSFER & STORAGE CO. FRONT AND THROCKMORTON STS. Receivers and Forwarders of Merchandise, Furniture Stored, Packed Shipped and Moved. Hauling of Safes, Machinery and Freight a Specialty. Telephones 187.</p>
<p>BUFFALO, N. Y. Niagara Carting Co. 223 Chamber of Commerce. GENERAL CARTAGE & STORAGE, Transferring Car Load a Specialty.</p>	<p>DES MOINES, IOWA. BLUE LINE TRANSFER & STORAGE COMPANY. GENERAL STORAGE, CARTING, PACKING AND SHIPPING. FIRE PROOF WAREHOUSES</p>	<p>HARTFORD, CONN. The Bill Brothers Co. TRANSFER & STORAGE, Special Facilities for Moving Machinery, Safes, Furniture, Pianos, etc. STORAGE WAREHOUSES with separate apartments for Household Goods, and Railroad Siding for Carload Shipments</p>
<p>BUFFALO, N. Y. O. J. Glenn & Son EVERYTHING IN THE LINE OF MOVING, CARTING, PACKING, STORAGE. Office, 43 Church Street.</p>	<p>DES MOINES, IOWA. MERCHANTS TRANSFER AND STORAGE CO. WAREHOUSEMEN AND FORWARDERS. General Offices: . . . Union Station</p>	<p>HELENA, MONT. Benson, Carpenter & Co. RECEIVERS & FORWARDERS Freight Transfer and Storage Warehouse Handling "Pool" Cars a Specialty TRUCKAGE FACILITIES</p>
<p>CANTON, OHIO. Cummins Storage Co. 310 East Ninth Street, STORAGE, DRAYING, PACKING AND FREIGHT HANDLING A SPECIALTY. Unsurpassed Facilities for Handling Pool Cars</p>	<p>DETROIT, MICH. THE READING TRUCK CO. Office & Warehouse, Sixth & Congress Sts. GENERAL CARTAGE AGENTS, For Wabash and Canadian Pacific Railways. SUPERIOR FACILITIES FOR HAULING AND ERECTING ALL KINDS OF MACHINERY.</p>	<p>HOLYOKE, MASS. THE Sheldon Transfer Co. Express Trucking, Heavy Teaming, General Forwarders.</p>
<p>CHICAGO, ILL. Bekins Household Shipping Co. Shippers of Household Goods and Emigrant Movables Only. Reduced Rates to Pacific Coast & Colorado Office—First National Bank Building, Chicago, Ill. 100 So. Broadway, Los Angeles, Cal. 12th and Mission Sts., San Francisco, Cal. 1216 Broadway, Oakland, Cal.</p>	<p>EL PASO, TEXAS. WESTERN TRANSFER & STORAGE CO. 518 SAN FRANCISCO ST. Forwarders and Distributors, Trucking of all kinds, Distribution cars a specialty. Warehouse on Track.</p>	<p>LEOMINSTER, MASS. W. K. MORSE, Light and Heavy Trucking of All Kinds, Office and Stables, rear 83 Mechanic St. Residence, 147 Whitney St.</p>

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 Best of Facilities for Moving Furni-
 ture, Pianos, Safes, Machinery, Etc.
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NEW YORK, N. Y.
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 Packers, Movers, Storers and Shippers of Works
 of Art, Furniture and Household Goods.

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Weber Express & Storage Co.
 4620 Henry Street,
 Moving, Packing and Storing of
 Furniture and Pianos.
 General Hauling.

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SHIELDS
Transfer & Storage Co.
 General Office, 4759 Liberty Avenue.
 Packers, Movers, Storers and Shippers of
 Furniture, Pianos and all classes
 of Household Goods.

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 Unsurpassed Facilities for Storing,
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 Heavy Trucking and delivery
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Write us for Sample and Prices and save two-thirds your cleaning expense.

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Does it mean a great deal to YOU, the prospective buyer of an Oat Crusher, that such people as the

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and many others like them, all successful horse owners and each of them possessed of large experience in horse feed are among the 400 satisfied users of NATIONAL Oat Crushers in New York City alone?

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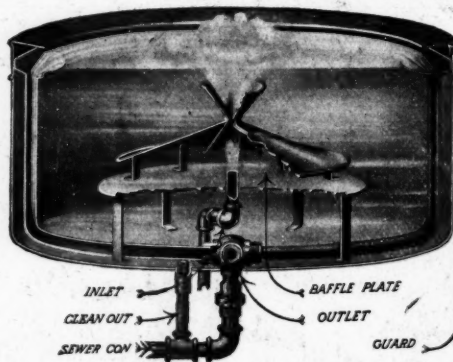
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